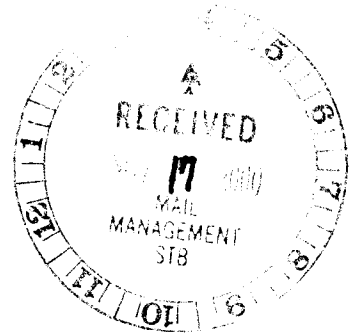


BEFORE THE
SURFACE TRANSPORTATION BOARD

STB Ex Parte No. 582 (Sub-No. 1)
MAJOR RAIL CONSOLIDATION PROCEDURES



COMMENTS OF THE
PORT OF PASCAGOULA
JACKSON COUNTY PORT AUTHORITY

ENTERED
Office of the Secretary

NOV 17 2000

Part of
Public Record

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Due: November 17, 2000

ORIGINAL

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I. INTRODUCTION

By decision served October 3, 2000, the Board initiated this Notice of Proposed Rulemaking (NPRM) proceeding. If adopted, the proposed rules would represent the first major revision of the Board's Railroad Consolidation Rules, 49 CFR Part 1180 et seq. since they were last changed as a result of the 1980 Staggers Rail Act amendments to the former Interstate Commerce Act. The NPRM sets November 17, 2000, as the filing deadline for initial comments by interested parties, with reply and rebuttal comments due December 18, 2000, and January 11, 2001, respectively. The NPRM indicates that the Board will issue its revised final regulations on June 11, 2001.

The Port of Pascagoula ("POP")¹ submits these initial comments in response to the Board's request.

II. BACKGROUND

Originally established in 1956 under the State Code of

¹ POP's formal name is the Jackson County Port Authority.

Mississippi,² POP is a political subdivision and county port authority which operates a major rail-served port facility located on the Gulf of Mexico at Pascagoula, MS. POP offers shippers and ocean going carriers cargo handling facilities in two 42 foot deep harbors, a short (11 mile) distance from cargo berths to the Gulf shipping lanes, 10 general cargo berths, road and rail connections, and substantial warehouse and storage facilities. Today over 600 ships transit the Pascagoula Ship Channel annually carrying 28 millions tons of commodities including frozen poultry, forest and paper products, chemicals, petroleum products, manufactured goods, and fertilizer.

Aside from its role as a major ocean shipping point, Pascagoula and the surrounding areas have a substantial industrial and commercial base. Best known as a major ship building center, the City has numerous factories and industrial facilities including refineries, paper and lumber mills and other manufacturing plants. A brochure describing POP's facilities is attached as Exhibit A.

Transportation-wise, Pascagoula is served by numerous shipping lanes on the Gulf of Mexico, a network of state and national highways (including U.S. Highway 90 and Interstate Highway I-10), and two freight railroads, CSX Transportation and the Mississippi Export Railroad ("MSE"). Ocean dredging work undertaken over the last few years permits Pascagoula to handle

² 59-5-1, 59-7-1 et seq., Mississippi Code of 1972 Annotated as amended.

ocean going vessels allowing it to compete for traffic with other nearby ports, notably New Orleans, Gulfport (MS), and Mobile. CSX's New Orleans-Mobile (AL) east-west mainline traverses Pascagoula and provides through service to the New Orleans, Jacksonville, FL, and Cincinnati, OH, gateways. MSE, a class III short line railroad jointly owned by International Paper Company, the Illinois Central Railroad ("IC"), and several private investors, operates in a northerly direction out of Pascagoula connecting with an IC branch line at Evanston, MS. Through MSE, Pascagoula enjoys access to the consolidated Canadian National-Illinois Central rail network. While POP's facilities are physically located adjacent to CSX's mainline, CSX publishes a reciprocal switch tariff providing connections to MSE.

Anticipating a major expansion of its facilities in 1990, POP took a more pro-active role in its rail transportation needs by seeking Interstate Commerce Commission authorization to construct a new 2.5 mile long rail line to serve a proposed neo-modal shipping facility known as Omniport Mississippi. This project assumed the construction of a state of the art facility designed to handle neo-bulk freight.³ Although the Port obtained ICC authorization⁴ to construct the railroad in the name of the Greenwood Island Terminal Railroad, a noncarrier, POP's board of directors decided to contract with CSX to provide service over

³ Neo-bulk freight is palletized, unitized, or containerized cargo.

⁴ FD No. 31536, Jackson County Port Authority - Construction Exemption - Pascagoula, MS (served Aug. 21, 1990).

the property. Unfortunately, POP's private commercial partners encountered financing difficulties and neither the rail line nor Omniport Terminal were ever built.

With the completion of a major dredging project several years ago, POP is once again looking to expand its traffic base. Improving the quantity and quality of available rail service is a significant component of that effort. Accordingly, the Board's NPRM seeking public comment on its proposed new rules is most timely.

III. POP'S COMMENTS

At the time the Board served its advance notice of proposed rulemaking in March 2000,⁵ POP was undergoing some management changes and was therefore unable to participate in that initial phase of this proceeding. Nevertheless, POP has reviewed that notice and the Board's recent (October 3) decision initiating this NPRM.

POP regards the advance NPRM as a very positive and welcome document which identifies numerous issues that should concern everyone involved with railroads and rail service. For example, POP commends the Board on its efforts to persuade applicants to include enhanced competition as part of their merger proposals, the requirement that applicants provide affected parties with greater detail about potential merger impacts, the Board's heightened attention on preventing and resolving service problems, and the abandonment of the "one case

⁵ Hereafter referred to as the "Advance NPRM."

at a time" merger analysis in favor of the "downstream" approach. However, POP believes that the October 3 notice is deficient in some other respects. Significantly, POP finds the NPRM to be a disappointment compared with the advance NPRM because it does not go far enough in suggesting available remedies to protect the interests of affected parties such as rail-served ports, shippers, communities, short line and regional freight railroads, and rail passenger service providers. After reviewing the NPRM numerous times, POP believes that this well intentioned document serves primarily to increase the approval hurdles for class I railroad applicants rather than specifying those changes which will enable other affected parties to obtain relief from merger induced harms. Put more simply, the NPRM does not identify changes in Board policies which will enable affected parties to (1) preserve essential rail service or (2) obtain enhanced competitive rail service (other than through an applicant's self-serving gestures).

To give the Board guidance as to what POP is looking for, POP has identified six rail services issues which concern it the most and how it would like to see the Board's rules changed to address these issues. In order of importance, they are:

1. **A modification of the public interest merger approval standard to include impacts on rail served ports.**

POP emphatically agrees with those commenters in the advance NPRM proceeding who suggested that the interests of affected ports be specifically included as a new and separate criteria "(vi)" in the proposed public interest standard of sec.

1180.1(b)(1). See, May 16, 2000, comments filed by the Port of Corpus Christi at page 2. For all intents and purposes, the interest of a port is in some respects similar to that of a rail shipper or customer and should be accorded the same level of respect by the Board.

2. **A recognition by the Board that Ports are part of the country's national transportation infrastructure and that the term "essential rail service" must reflect the rail service needs of ports.**

The NPRM notes the Board's obligation to preserve "essential services" and states that it will consider whether projected shifts in traffic patterns could undermine the ability of the various network links including class II and III rail carriers and ports to sustain essential services. While POP is gratified to learn that the Board now acknowledges that essential rail service reflects the rail service needs of ports, it wants the Board to recognize the role which smaller ports and the rail lines serving them fulfill as "congestion relievers" for larger facilities. If, as a result of merger induced traffic diversion, rail lines serving smaller ports are downgraded or abandoned, these ports will be adversely affected and may be forced to close or eliminate facilities with great harm to the public interest.

3. **That ports compete aggressively for business and the presence or absence of effective rail competition at a port can enhance or erode a port's competitiveness.**

POP competes aggressively for business with other Gulf Coast ports. Several of these -- Houston, New Orleans, and Mobile -- have more vigorous rail service options and more aggressive rail carrier competition than POP enjoys. The

quantity and quality of available rail service is one of a series of assets which can give a port a competitive edge over adjacent facilities. Moreover, rail carrier actions such as discriminatory pricing, car supply availability, and reciprocal switching practices that have the practical effect of favoring one port over its competitors can have a devastating impact on a port's ability to compete with others for cargo. As the American Association of Port Authorities noted in its May 16, 2000, comments in response to the Advance NPRM, "rail service can be a make or break factor" in determining a port's ability to compete. Comments at page 4. Through such pricing and marketing initiatives (including the unwillingness of one carrier to make reasonable joint rates with another carrier on interline traffic), a railroad can literally dry up traffic moving to a port and can use its market power to punish some ports and reward others. The Board must use its merger approval and conditioning powers in a way that will not permit such abuses to occur.

4. **Structural changes in the competitive dynamics of the railroad industry during the past twenty years require a total re-examination of the Board's current policies on competitive access and competition between railroads.**

Simply stated, today's rail industry is a vastly different entity than that which existed in the late 1970's and early 1980's when the present merger regulations were adopted. The railroad industry of 20 years ago was characterized by numerous class I carriers competing aggressively for a declining amount of traffic. It was an industry which suffered from an

overbuilt, inefficient, and deteriorated physical plant and an unimaginative, dispirited management and work force. Finally, several major carriers were in or near bankruptcy and other "profitable" carriers were not making attractive financial returns on their investments.

Today's rail network consists of seven healthy, well maintained, efficient class I carriers, four major national carriers and three smaller regional class I railroads.⁶ While these seven major railroads would still appear to provide an ample amount of competition, that picture is deceiving. The Board itself has recognized that today's industry is far more concentrated than it was when the current regulations were fashioned.⁷ In fact, many major markets enjoy service from just two railroads -- a duopoly -- and in some markets there is but one serving a carrier, a true monopoly.

But the elimination of many railroads and routes have resulted in decreased competition and fewer competitive alternatives. In many cases shippers (and ports too) find "they can't get from here to there" on today's rail system. Tracks permitting traffic to move may exist but the marketing and pricing policies of the owning railroads may render specific "gateways" economically impractical. When one carrier merges with another, the combined system generally abandons the

⁶ Numerous class II and class III railroads feed these class I railroads.

⁷ Advance NPRM at 4.

connecting arrangements that one of the merged carriers formerly had with a third carrier. As a result, shippers lose competition and competitive alternatives.

In many respects today's duopolistic American railroad structure has begun to resemble the two carrier Canadian railroad system. When Canada "deregulated" that country's railroads, Canadian lawmakers adopted regulations to ensure rail shippers located in cities would have access to competitive rail service so long as their facilities were within 30 kilometers of a competing long haul carrier.⁸ It is exactly this sort of relief which POP believes could prove appropriate for preserving competition for the new American railroad duopoly.⁹

After the Board suggested in the Advance NPRM that "the time has come for us to consider whether we should revise our rail merger policy...with an eye towards affirmatively enhancing, rather than simply preserving, competition" and then identifying some competitive suggestions made by parties during the Advance

⁸ Typically, Canadian shippers obtain competitive service by "interswitching rates," in effect a reciprocal switching service provided by the serving railroad at a cost based rate (including a reasonable return for the serving carrier). While Canada's transport regulatory agency has the power to set reasonable interswitching rates, the mere prospect of government intervention typically leads shippers and carriers to negotiate a solution.

⁹ Competition could also be maintained through other arrangements such as neutral terminal switching railroads, shared asset railroads such as that established to assume certain Conrail operations, and the use of short line railroads to provide neutral switching for class I railroad connections.

NPRM hearings,¹⁰ the Board now appears to be backing away from its new pro-competition policy stating that such a "broad program of open access" is a "fundamental shift in policy...better left to Congress." NPRM at 16-7. Perhaps but unanswered is whether the Board would support or seek legislation in favor of that policy shift. The Board should let the public know.

5. Railroad competition must be "effective competition" to be meaningful.

It is axiomatic that when the Board preserves competition or competitive alternatives to mitigate the adverse effects of a merger that the resulting competition be effective competition. On a number of prior occasions the Board (or the ICC) has taken actions which preserve some form of competitive alternative. Frequently, this relief has come in the form of an arrangement contrived by merger applicants to preserve competition that would otherwise be lost by replacing a true competitive service with an inferior substitute provided by a weaker carrier or a carrier with an inferior route. Sometimes the Board's actions have preserved a semblance of competition but not effective competition. Cf. FD No. 32549, Burlington Northern Inc. And Burlington Northern Railroad Company -- Control And Merger -- Santa Fe Pacific Corporation And The Atchison, Topeka And Santa Fe Railway Company, __ I.C.C.2d __, slip op. at 96-7 (served Aug. 23, 1995).

Applying those lessons to Pascagoula, the City is

¹⁰ Advance NPRM at 4, 7, and 8.

served by CSX and MSE. Should CSX merge with Canadian National/Illinois Central, rail competition at Pascagoula would suffer absent some protective arrangements.¹¹ But under the Board's precedent of two carriers before [CSX and MSE] and two carriers after [CSX+CN/IC and MSE] and therefore no relief, would the Board act to preserve effective competition?

6. **Voluntary arrangements normally represent a desirable resolution of a dispute. However, consensual solutions are less likely to occur for parties with unequal bargaining power absent the prospect of regulatory intervention on behalf of the weaker party.**

The NPRM is replete with suggestions that applicants and affected parties negotiate voluntary agreements which would then be incorporated as a condition of merger approval. POP agrees that voluntary solutions are always preferable to government mandated ones. However, the Board's preoccupation with consensual problem solving overlooks an important fact of life. Parties with unequal bargaining power are far less likely to arrive at an agreement than parties with equal or perceived to be equal bargaining power. Absent the likelihood that POP could obtain relief through Board intervention, what incentive does a class I railroad applicant have to engage in meaningful

¹¹ A typical situation where competition would be lost involves a destination customer served by Railroads A and B and whose origin is served by railroads A and C. Railroads B and C provide a competitive route to Railroad A by interlining. Should Railroads A and C merge, would the Board protect the competitive service provided by railroad B by trackage rights or other means? Decision No. 74 involving the "2 to 1" status of UP-SP rail shipper Montell USA, Inc., suggests that not all competition is created equally. FD No. Union Pacific, et al -- Control And Merger -- Southern Pacific Rail Corporation, et al, ___ (slip op. served August 29, 1997).

negotiations? The experience of Canadian shippers with interswitching rates discussed above is most instructive. The fear that either party could seek and obtain meaningful but undesirable government relief has kept parties talking and has resulted in reasonably satisfactory private solutions. The Board should play an active but behind the scenes role to ensure successful private negotiations.

IV.

CONCLUSION

POP agrees with the Board: it is time to scrap the old rules. But POP sincerely hopes that as the Board crafts new rules, it pays the greatest attention to those who depend upon rail service and without whom there would be no need for railroads: the customer.

Respectfully submitted,



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Due: November 17, 2000

CERTIFICATE OF SERVICE

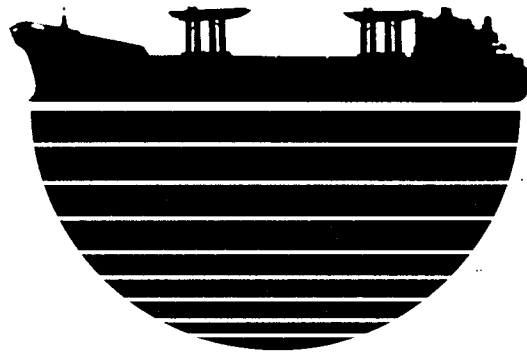
I hereby certify that I have on this the 17th day of November, 2000, served a copy of the forgoing on all known parties of record by first class U.S. Mail postage prepaid.



John D. Heffner

Port of Pascagoula

Public Terminal Facilities



Port Of Pascagoula

Jackson County Port Authority

P.O. BOX 70 • TELEPHONE 601-762-4041

Pascagoula, Mississippi 39567

PORT OF PASCAGOULA

PORT STAFF

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MARITIME DIVISION DIRECTOR.....ALLEN E. MOELLER

FINANCE DIRECTOR.....DIANNE K. CRISMAN

ENGINEERING AND ENVIRONMENTAL
AFFAIRS DIRECTOR.....MICHAEL A. SMITH

GOVERNMENT AFFAIRS & PUBLIC RELATIONS
DIRECTOR.....BETTY ANN WHITE

ECONOMIC DEVELOPMENT AND INDUSTRIAL PARKS
ASSOCIATE DIRECTOR.....TRACY ROBINSON

HARBORMASTER/SAFETY OFFICER.....RANDY JOPLIN

PURCHASING MANAGER.....CAROLYN E. MOORE

ASSISTANT TO EXECUTIVE DIRECTOR AND
SECRETARY TO BOARD.....MARGERY M. THOMPSON

PORT OF PASCAGOULA

THE PORT OF PASCAGOULA is a full service deep water port providing facilities for the movement of cargo around the world. Located on the Gulf of Mexico in the southeastern part of Mississippi, the Port of Pascagoula is one of the most accessible ports in the Gulf for deepwater foreign and domestic commerce. The Port's Pascagoula River Harbor is 13 miles and Bayou Casotte Harbor is 11 miles from the deep water of the world shipping lanes with a maximum pilotage time of 60 to 90 minutes. For barge shipments, the Port is only 4 miles from the Gulf Intracoastal Waterway.

The Port of Pascagoula has two harbors with facilities for handling general cargo, breakbulk cargo, refrigerated cargo, as well as bulk and bagged grains.

The Pascagoula Ship Channel has a depth of 38 feet throughout and is 350 feet wide. The Bayou Casotte entrance channel is 225 feet wide. Pilot service is available 24 hours a day.

Note: The Port of Pascagoula Harbor Improvement Project - Phase II is scheduled for completion by March 1, 2001. Completion of this project will change channel dimensions as follows:

Main ship channel and Bayou Casotte channel will be 42 feet deep.

Bayou Casotte channel will be 350 feet wide.

The project will not affect the channel into the Pascagoula River Harbor which remains 38 feet deep.

Matter included herein has been taken from various Port publications which are available for inspection at the Port Office. This booklet is not intended to contain the Port Rules and Regulations in their entirety.

PORT OF PASCAGOULA HARBOR DATA

- ENTRANCE:** Horn Island Pass Sea Buoy - 30° 11' North, 88° 33' West - marks the entrance from the Gulf of Mexico to the Port of Pascagoula through a pass between Horn Island and Petit Bois Island in the Mississippi Sound.
- IMPORTS:** General cargo, chemicals, forest products, bulk fish, and crude oil.
- EXPORTS:** Forest/paper products, frozen foods, general cargo, project cargo, bulk and bagged grains, machinery, vehicles, fertilizer, petroleum products, petroleum coke, and petro-chemicals.
- APPROACH:** The Gulf approach to the Pascagoula Ship Channel is 450 ft. wide with a 40 ft. project depth. The channel widens to 600 ft. through Horn Island Pass, also at 40 ft. project depth. All other segments of the channel and turning basins in the Port of Pascagoula have a 38 ft. project depth. All port berths have a project depth of 38 ft.
- The Port of Pascagoula has two (2) harbors - the Pascagoula River Harbor (West Harbor) and the Bayou Casotte Harbor (East Harbor). See the chart at the end of this section.
- The West Harbor is 13 miles from the sea buoy through channels which are 350 ft. wide. The Turning Basin for the West Harbor is 950 ft. wide.
- The East Harbor is 11 miles from the sea buoy. The entrance channel to this harbor has a controlling width of 225 ft. The channel widens to 300 ft. approaching the harbor's South Turning Basin which is 1150 ft. wide. The harbor continues on a northerly course past the public terminals to the North Turning Basin which is 950 ft. wide.

FACILITIES:

PASCAGOULA RIVER HARBOR (WEST HARBOR)

COLD STORAGE:

Gulf Coast Cold Storage, Incorporated, is located directly adjacent to Port Terminal "C". This allows for quick, efficient transfer of refrigerated cargoes. The Port of Pascagoula is one of the few ports in the country where a ship may load or unload directly from or to a cold storage facility. Cold storage warehousing capacity exceeds 1.5 million cu. ft. of freezer and cooling space and has two indoor blast freezers. In addition, Gulf Coast Cold Storage has expanded its facilities to include a second warehouse that currently has 15,000 sq.ft. (or approximately 500,000 cu. ft.) of cooler space. Gulf Coast Cold Storage is a privately owned facility operating on land leased from the Port of Pascagoula.

TERMINALS AND BERTHS:

The West, or Pascagoula River Harbor, has six public transit sheds totaling 436,000 sq.ft. of covered storage and extensive open storage adjacent to the wharves. These transit sheds are serviced by four general cargo berths.

TERMINAL A - A 500 ft. by 30 ft. wharf supported by an 80,000 sq.ft. transit shed and a 52,500 sq. ft. warehouse.

TERMINAL B - A 544 ft. by 30-foot wharf, 78,000 sq.ft. transit shed and 67,000 sq.ft. back-up transit shed.

TERMINAL C - A 718 ft. berth and 121,000 sq. ft. of open wharf area.

TERMINAL D - A 732 ft. wharf with a 70 ft. apron supported by a 96,000 sq. ft. warehouse and 62,550 sq. ft. transit shed. A 58 ft. apron section, the length of the berth, has a 1,000 lbs. per square foot loading capacity while the remainder of the wharf has an 850 lbs. per square foot load capacity. Terminal D is an excellent facility designed for handling roll-on/roll-off vessels, heavy lifts, and military cargo.

Rail trackage directly serves all terminals. Transit sheds have covered rail sidings to provide all weather service. A locomotive owned and operated by the Port Authority is available for shifting rail cars on port premises. A barge fleeting area is operated by a local towing company for the Port Authority.

Adjacent to the West Harbor is Ingalls Shipbuilding Company, a division of Litton Industries. A conventional shipyard is located on the East Bank of the Pascagoula River and a modern "Mechanized Yard" is located on the West Bank of the Pascagoula River.

Designated as a Navy Homeport, the Port of Pascagoula is well-equipped to support our nation's defense efforts. Naval Station Pascagoula is located on Singing River Island one mile south of Ingalls Shipbuilding Company on the Pascagoula River. Six vessels are currently homeported at Naval Station Pascagoula.

BAYOU CASOTTE HARBOR (EAST HARBOR)

This harbor contains several privately owned docks as well as the terminals and berths owned by the Port of Pascagoula.

TERMINALS and BERTHS:

Dock E - A 517 ft. by 37 ft. wharf
Dock F - A 737 ft. by 55 ft. wharf

Terminal E and F is supported by a 174,870 sq. ft. transit shed and 500,000 sq. ft. of paved open storage and over 10 acres of unpaved open storage.

Deep draft vessels discharging bulk liquid chemicals can be accommodated at Dock F, where there are two existing chemical pipelines.

Dock G - A 516 ft. by 60 ft. wharf
Dock H - A 556 ft. by 34 ft. wharf

Terminal G and H is supported by a 174,870 sq. ft. transit shed, has limited upland area adjacent to the dock areas, and shares the open storage area of Terminal E and F.

Each transit shed is equipped with two inside rail spurs to facilitate all-weather cargo movement. Two locomotives owned and operated by the Port Authority are available for shifting rail cars on port property.

Dock G-Extension - A 695 ft. by 64 ft. wharf

Dock G-Extension with a 15 ft. draft alongside is supported by 32,216 sq. ft. of paved open storage.

A local towing company operates a barge fleeting area for the Port Authority on the west side of the Bayou Casotte channel.

Chevron U.S.A., Inc., operates three dock facilities which handle petroleum products. Mississippi Phosphates, Inc.'s Bulk Handling Plant has berths for both ships and barges. First Chemical Corp. operates a Barge Terminal Facility for chemical products.

SERVICES:

Bunkers; complete full-service ship repair; major drill rig conversion; repair facilities; fresh water; electricity; telephone service; natural gas; and waste disposal are available. Full time security provided.

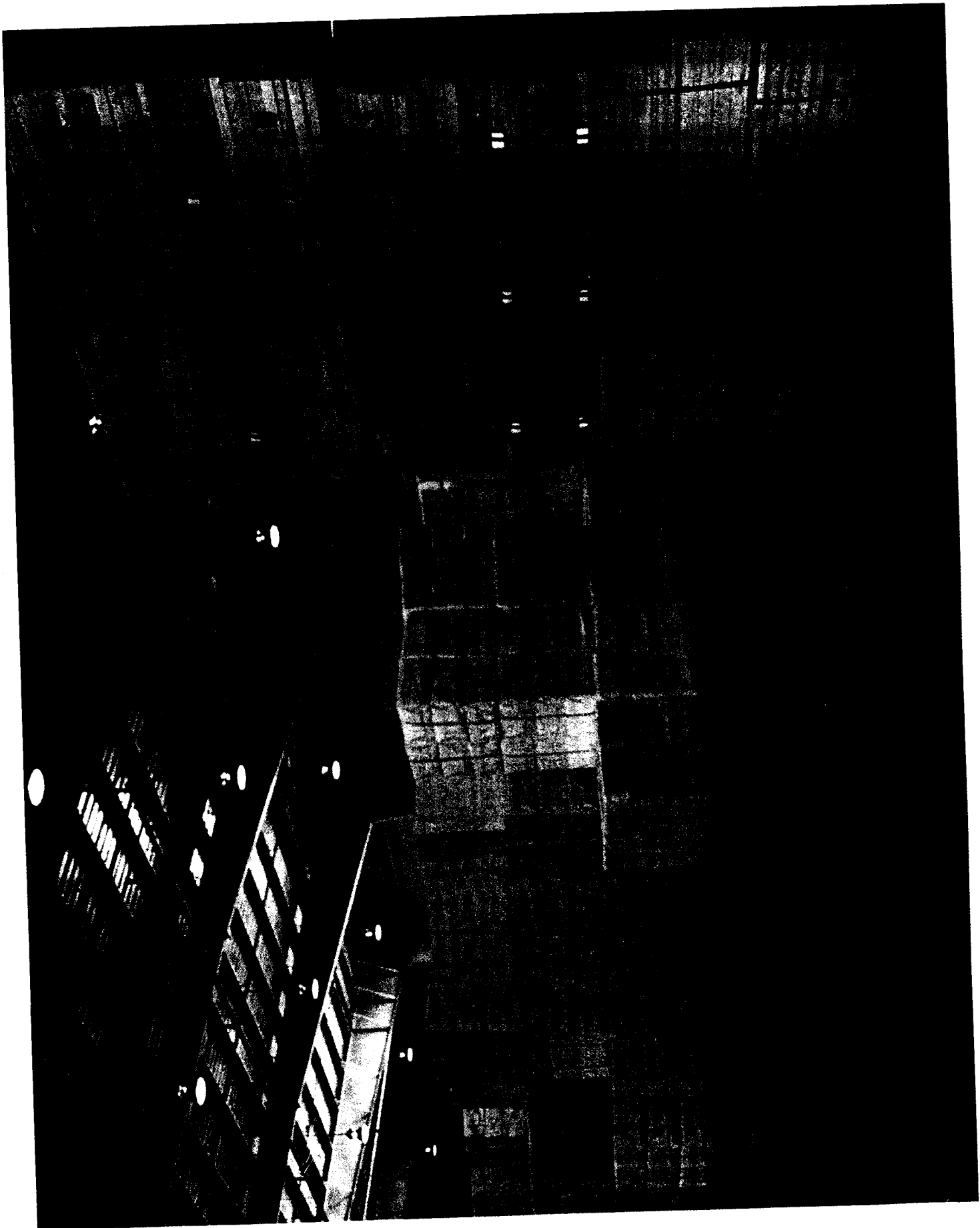
Dimensions in this booklet are project dimensions. Mariners should be cautioned to check with the Bar Pilots; Notice to Mariners; U. S. Corps of Engineers; U. S. Coast Guard; National Oceanic and Atmospheric Administration; and the Port Authority Harbormaster for current Channel and Berthing information.

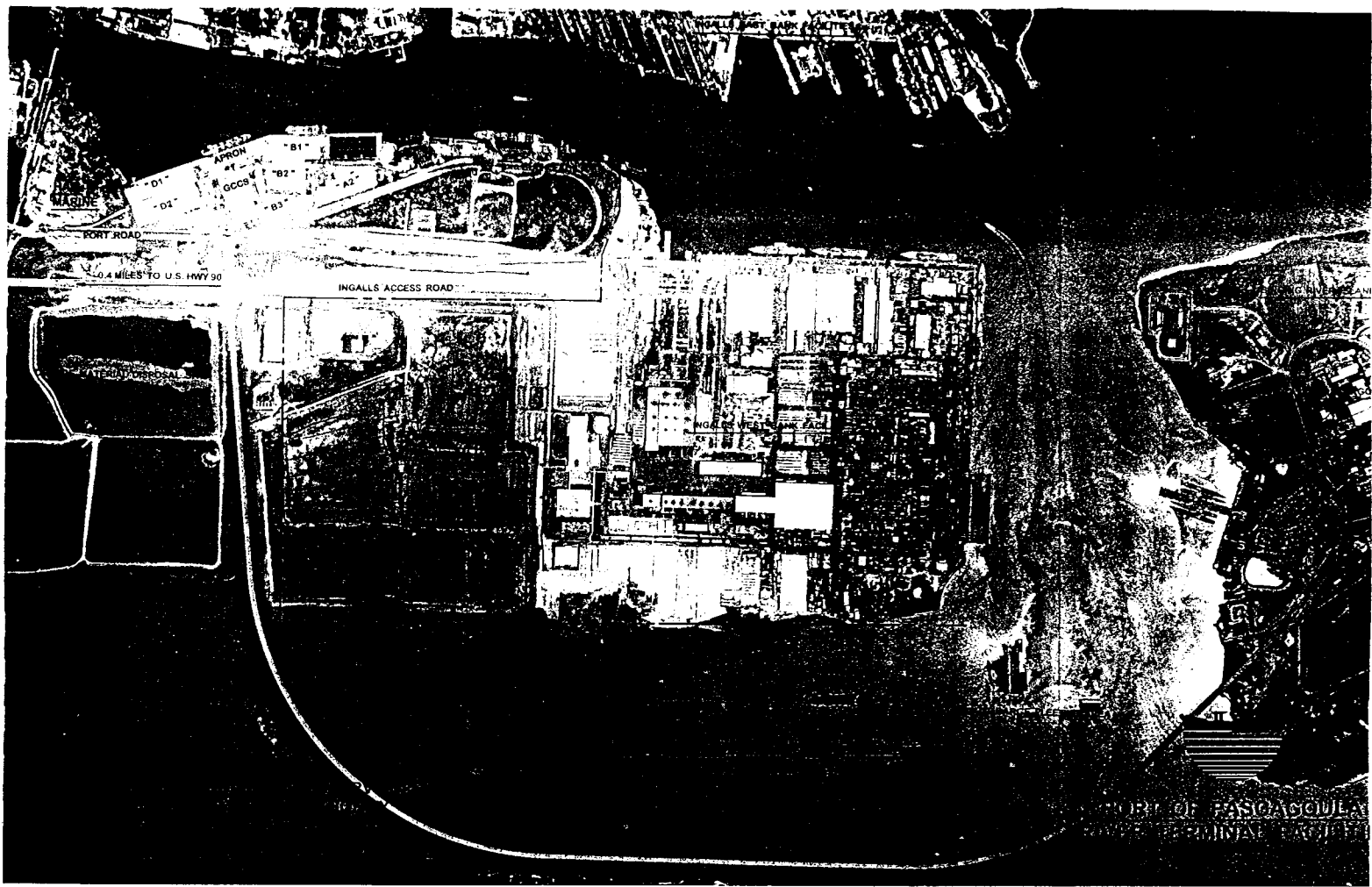
A Port Directory is provided in the last section of this booklet. For more information contact:

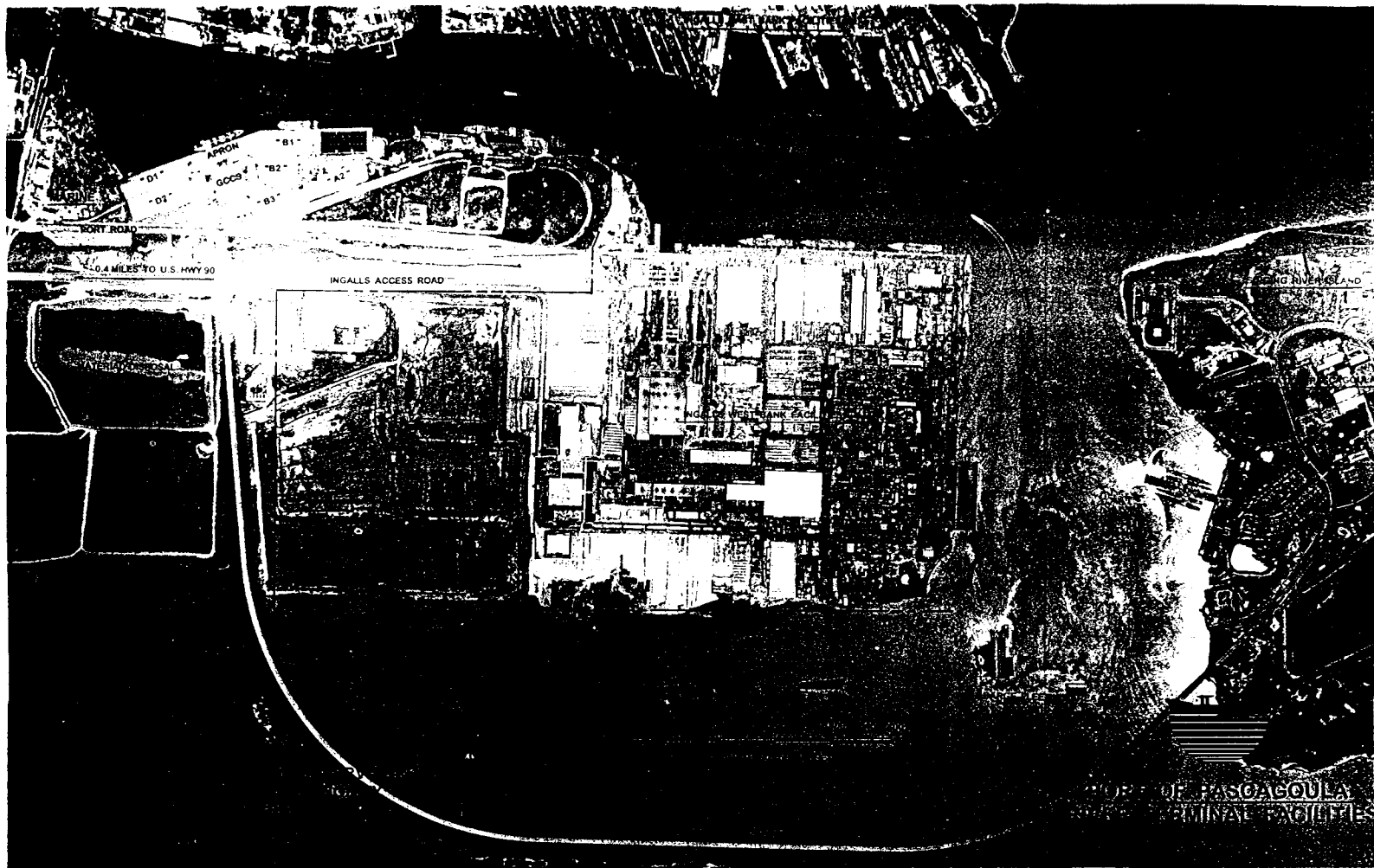
The Port of Pascagoula
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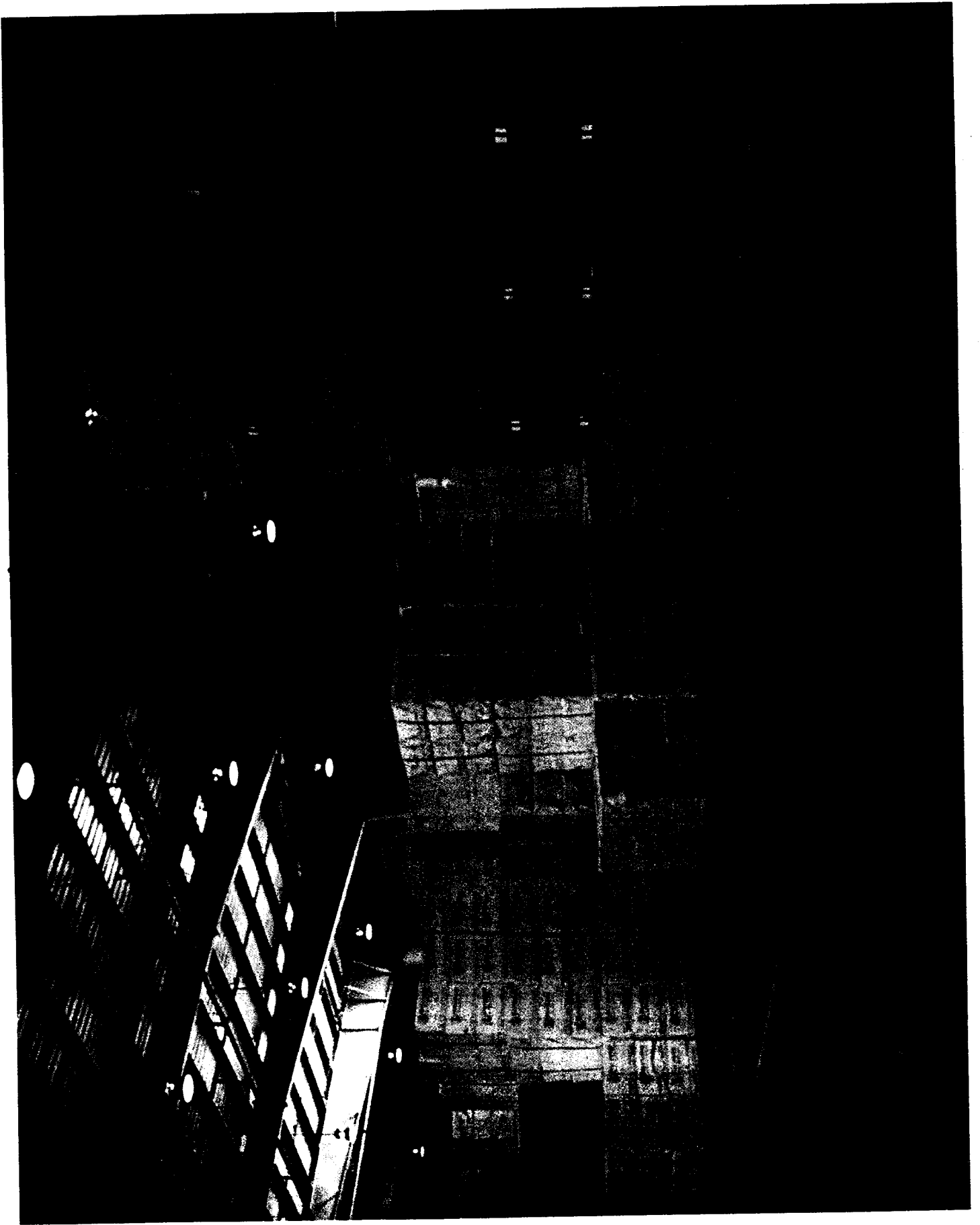
PORT OF PASCAGOULA WAREHOUSE INTERIOR



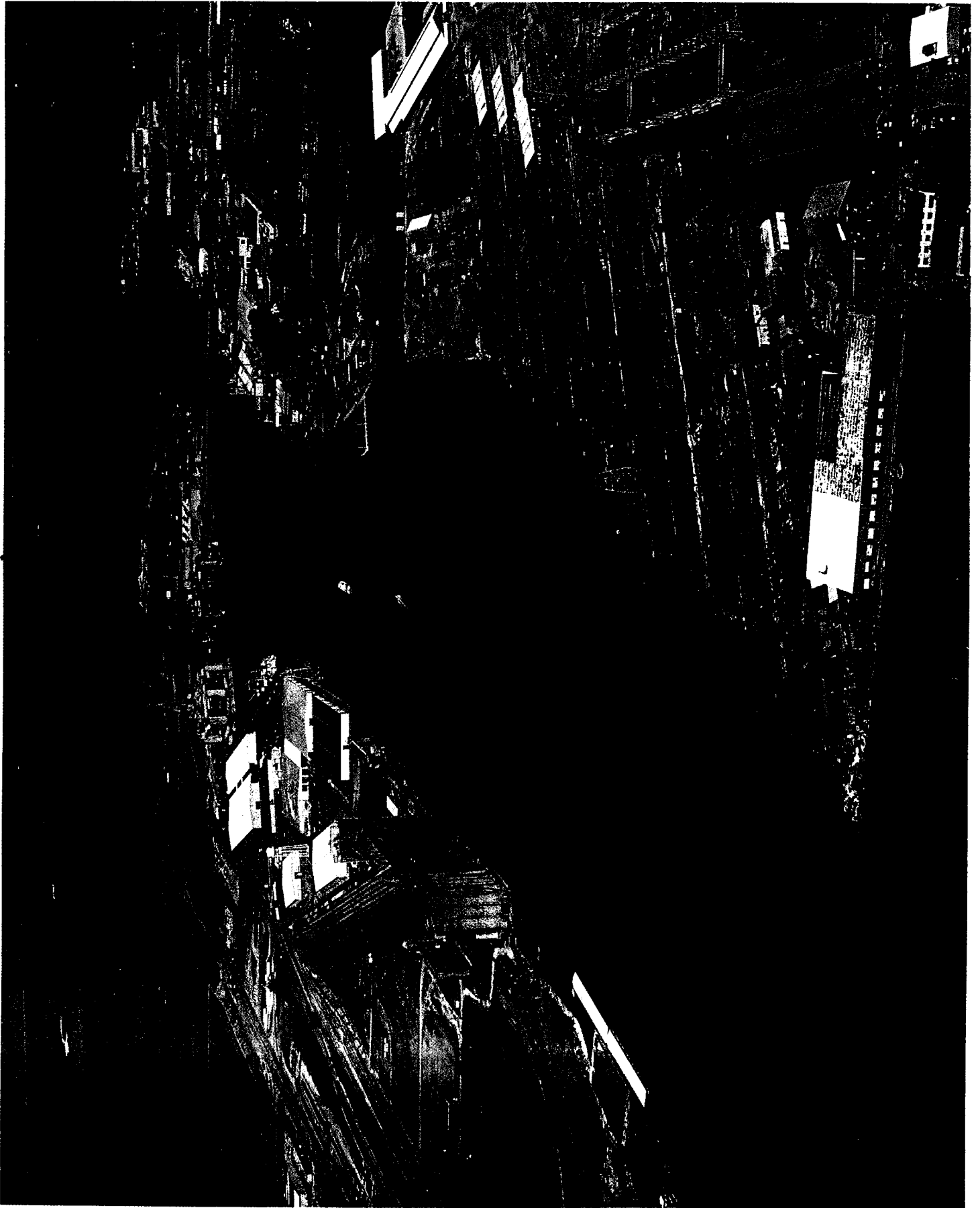




PORT OF PASCAGOULA
WAREHOUSE INTERIOR



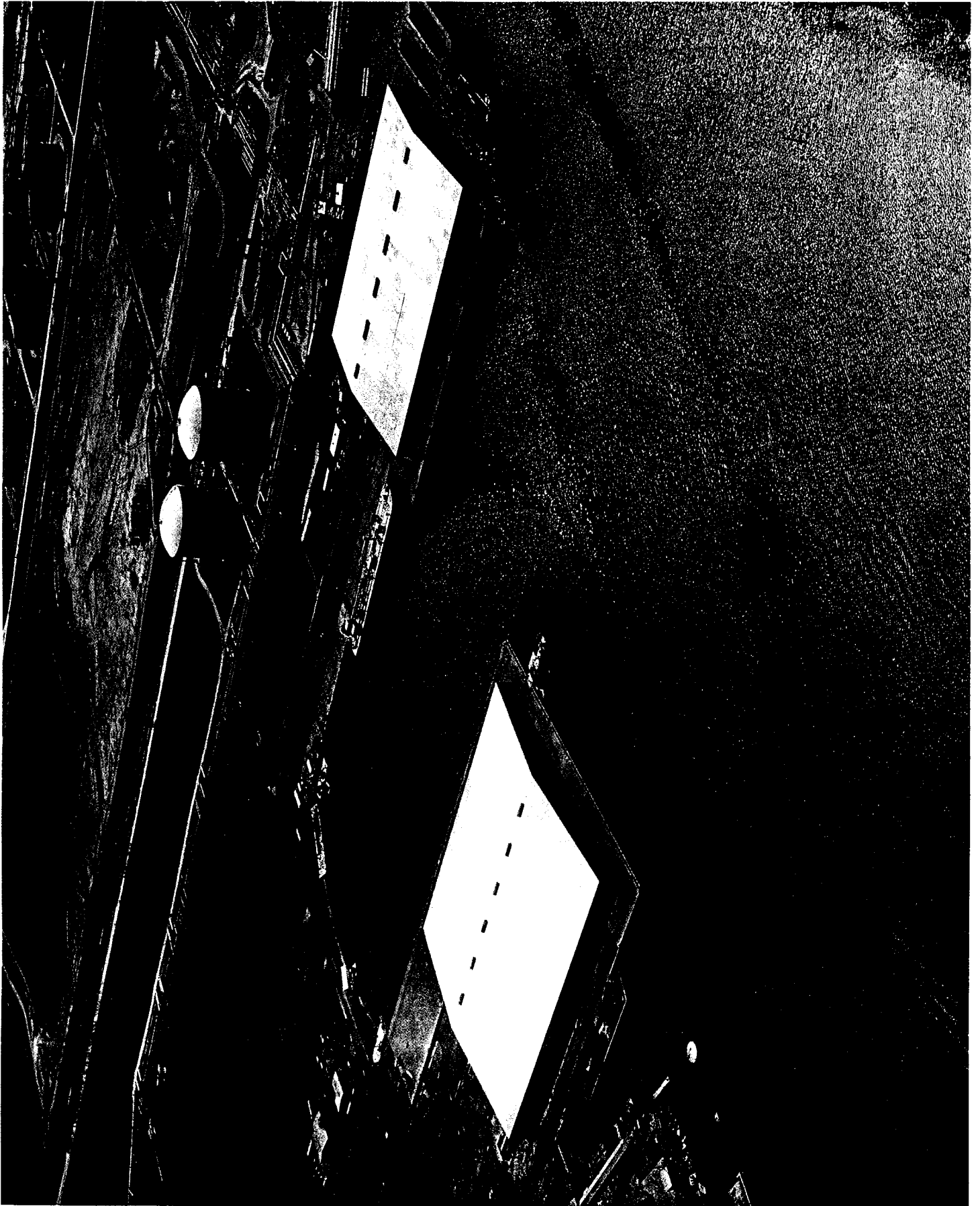
PORT OF PASCAGOULA
RIVER HARBOR



**PORT OF PASCAGOULA
RIVER HARBOR TERMINALS**



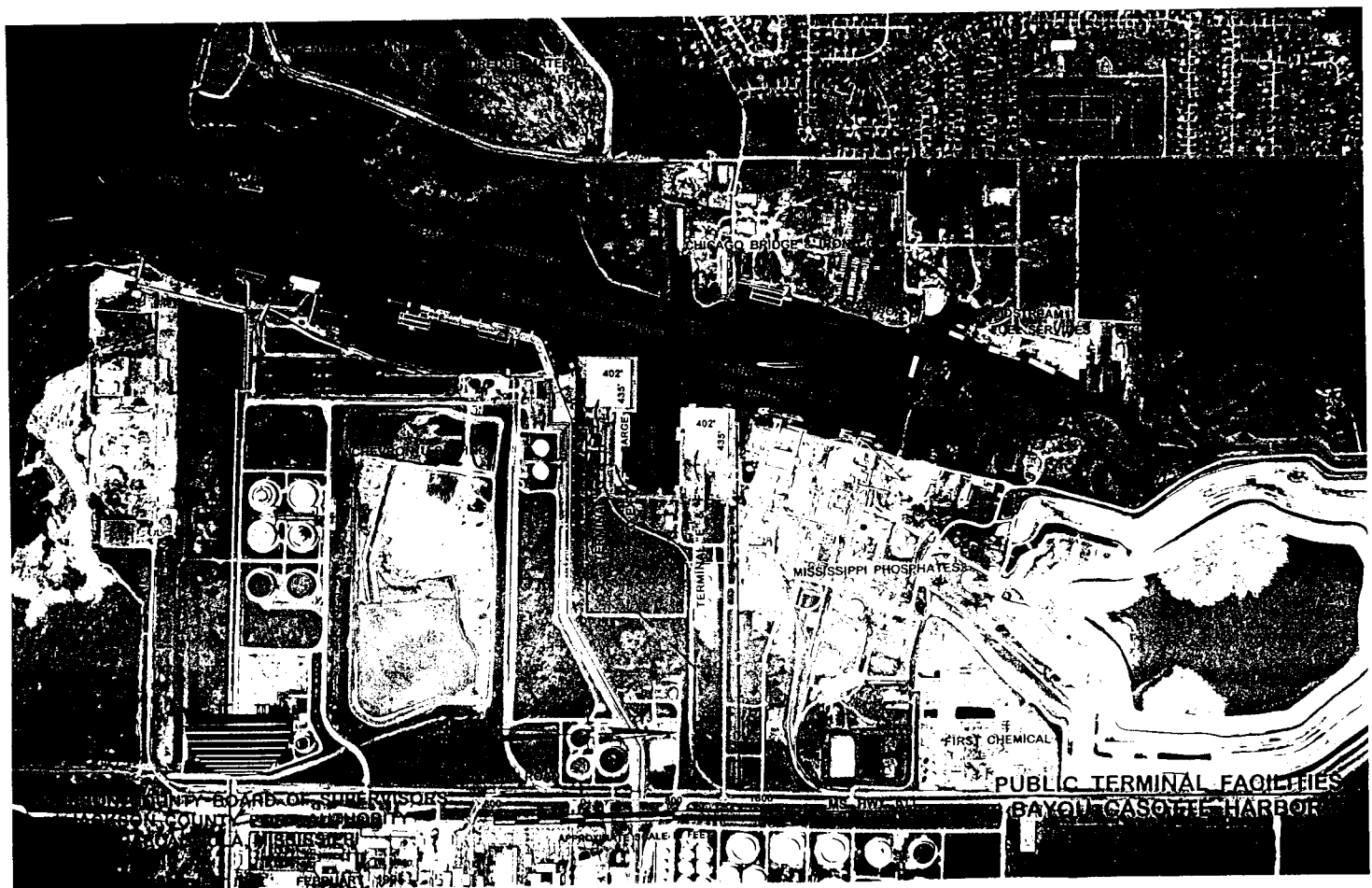
PORT OF PASCAGOULA
BAYOU CASOTTE HARBOR TERMINALS



PORT OF PASCAGOULA
BAYOU CASOTTE HARBOR







PORT OF PASCAGOULA

PORT DIRECTORY

PORT CHARGES AND USER INFORMATION - Information on the Port of Pascagoula, and these or other services, can be obtained by contacting the Sales Department (228) 762-4041.

AIRPORTS / AIRLINES

Jackson County Airport Authority	(228) 475-1371
Gulfport-Biloxi Regional Airport	(228) 863-5951
ASA-Delta	(800) 282-3424
Continental Airlines	(800) 525-0280
NorthWest AirlinK	(800) 225-2525
Nations Air	(888) 546-2846
Mobile/Pascagoula Airport	(334) 633-0313
Air Tram	(800) 247-8726
Continental Airlines	(800) 525-0280
Delta Airlines	(800) 221-1212
NorthWest Airlines	(334) 633-5131

BANKS (With International Capability)

AMSOUTH	(334) 694-1515
Hancock Bank	(228) 762-4001
Merchants & Marine Bank	(228) 762-3311
Petra Intl. Banking Corp.	(202) 293-2250
Union Planters Bank of South Mississippi	(800) 201-2265

BARGE FLEETING SERVICE

Passport Barge Fleet	(228) 762-5700
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BUS LINES

Greyhound/Trailways	(228) 769-5255
Coastliner Airport Transportation	(800) 622-3022
Coast Transit Authority	(228) 896-8080

BUNKERING SERVICES AND INDUSTRIAL SUPPLIES

Gulf Coast Marine Supply, Co.	(228) 762-9282
Hollywood Marine	(713) 868-6426
Midstream Fuel Service, Inc.	(334) 433-4972
Munro Petroleum	(228) 374-1000
Weaver Supply Company, Inc.	(228) 474-1122
World Ship Supply	(504) 586-0767
Walker Petroleum, Inc.	(228) 762-6711

CARGO INSPECTION

Inspectorate Commodity Services, Inc.	(334) 661-1104
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COLD STORAGE FACILITY

Gulf Coast Cold Storage	(228) 769-1061
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COURIER/TRANSPORTATION SERVICE

Dockside Services, Inc.	(334) 438-2362
Tri-State Maritime	(334) 432-1054

FREIGHT FORWARDERS

J. W. Allen	(504) 561-0181
Paul A. Boulo	(334) 433-5445

St. Andrews Bay Company	(334) 438-5372
M. G. Maher & Co., Inc.	(504) 581-3320
Richard Murray & Co.	(334) 432-5549
T. A. Provence & Co.	(334) 433-5424
D. F. Young	(504) 889-2981
John M. Brining Co., Inc.	(334) 432-9741

FUMIGATION SERVICES

Cook's Pest Control	(205) 355-3285
International Fumigators	(713) 926-9310
Redd Pest Control	(228) 762-1561
Terminix Services	(228) 769-7466

GUARD SERVICES, SHIP WATCHING

D & B Security Services, Inc.	(228) 497-9549
Magnolia Security Services, Inc.	(228) 769-2224
Southern Guard Service, Inc.	(228) 769-1880
Southern Mississippi Security, Inc.	(601) 394-5307

INDUSTRIAL DIVING

Bosarge Diving, Inc.	(228) 762-6361
Commercial Divers, Inc.	(228) 762-5088
Miller Divers	(334) 928-2526
Proffitt Diving & Marine	(228) 769-2127
Sumrall Commercial Diving	(334) 865-6802
Walters Diving & Marine	(228) 762-4381

I.L.A.

I.L.A. Local No. 1752 (Longshoremen)	(228) 762-8311
I.L.A. Local No. 1967 (Warehousemen)	(228) 762-6311

LINE HANDLING

Albatross Maritime	(334) 928-2723
D & B Security	(228) 762-7306
Dockside Services	(334) 438-2362
Stevedoring Services of America, Inc.	(228) 762-1054
Shore-Line Services, Inc.	(334) 653-0203
Tri-State Maritime	(334) 432-1054

MARINE RADIO AND ELECTRONICS

Advanced Marine, Inc.	(228) 374-6747
Frank L. Beier Radio, Inc.	(504) 837-2680
Team One Communications	(228) 762-3721

MOTOR FREIGHT COMPANIES

ABF Freight System	(228) 769-1161
B & S Trucking	(228) 475-8540
CF Motor Freight	(601) 932-5930
Fayard Fast Freight	(800) 647-9576
John Fayard Fast Freight	(228) 762-7923
Long's Transfer & Storage	(228) 762-2681
Manning Trucking	(228) 769-6577
Overnite Transportation	(800) 231-8844
Roadway Express, Inc.	(228) 762-2844
Saia Motor Freight Line, Inc.	(228) 868-7242
Shippers Express	(228) 863-4336
Woerner Transportation	(334) 986-5388
Yellow Freight System, Inc.	(800) 438-0429

MISSISSIPPI GOVERNMENT AGENCY

Mississippi Agriculture Department	
Grain Inspection Division	(601) 947-4095

PILOTAGE

Pascagoula Bar Pilots Association (228) 762-1151

Capt. Robert T. Baker
Capt. Donald A. Foster
Capt. J. Michael Lupton
Capt. Ronald T. Robertson
Capt. Michael C. Torjusen

RAILROADS

CSX Transportation (800) 327-5405
Illinois Central (312) 819-7850
Mississippi Export Railroad (228) 475-3222
Norfolk Southern (334) 432-3617

SEAMEN'S SERVICE CENTERS

Operated by: Jackson County
Baptist Association (228) 769-7101

SHIP CHANDLERS

Allship Supply Company. (504) 522-3503
Arrow Sysco Food Service (504) 731-1015
Atlantic Steamers Supply Co. (504) 581-2327
Atlas Maritime Services, Inc. (334) 432-4533
Cosmos Sportswear (334) 433-3999
Gulf Coast Marine Supply Co. (334) 452-8066
Gulf Marine & Industrial Supply (504) 525-6252
Hymax, Inc./Kamil Ship Supply (334) 432-0762
Kopcke-Kansas Supply Services, Inc. (504) 241-7470
Klomar Ship Supply Co., Inc. (334) 432-2985
Mobile Ship Chandlery (334) 432-3501
Maymar Marine Supply (228) 762-2241
Oceanmar Marine Supply, Inc. (504) 899-5828
Pascagoula Ship Supply Co. (228) 762-2241
Pedersen Marine Services (334) 432-6045
Texas Marine Supply (713) 923-9771

The Main Deck	(228) 769-6999 or (228) 875-7010
The Marine Group	(504) 899-9521
Universal Maritime Services	(504) 821-5641
Wall Marine	(504) 736-9009
Wayne Lee's Grocery & Market, Inc.	(228) 762-4101
Weaver Supply Company	(228) 474-1122

SHIP REPAIRS

Accu-Fab Construction	(228) 475-0082
Bender Shipbuilding & Repair Co., Inc.	(334) 431-8000
Gibson Electric Motor Service	(228) 762-4996
Friede Goldman Halter, Inc.	
Industrial Maintenance & Machine, Inc.	(228) 475-0512
Knights Piping, Inc.	(228) 769-6943
MacGregor (USA), Inc.	(201) 244-4100
Moss Point Marine, Inc.	(228) 475-6885
PEMCO	(228) 769-7081
Williams Machine Works, Inc.	(228) 475-7651

SHIP REGISTRY

American Bureau of Shipping	(228) 475-8220
Lloyd's Register of Shipping	(504) 831-6647

STEAMSHIP AGENTS

Albatross Maritime	(334) 928-2723
Biehl and Company	(334) 432-2741
Bill Black Agency, Inc.	(504) 885-3194
Bulk Shipping Inc.	(228) 762-8687
Fillette Green Shipping Services (USA) Corp.	(228) 762-4221
General Steamship Corp., Ltd.	(504) 833-7777
Global Management, Inc.	(504) 465-0744
Gulf Inland Marine	(504) 647-2770
Inchcape Shipping	(228) 762-9154
Intermare Agency Services, Inc.	(504) 764-1105
Lott Ship Agency	(334) 433-1622

Kirkpatrick Shipping	(334) 438-9741
Mid-Gulf Shipping	
Navios Ship Management Services	(334) 433-1536
Ocean International Co.	(334) 433-6615
Page and Jones, Inc.	(334) 432-1646
Rice Unruh & Reynolds Co.	
Riomar Agencies	(228) 762-5885
Seagull Marine, Inc.	(504) 465-1017
Sea River Maritime	
Southern Maritime Agencies, L.L.C.	(334) 433-3331
Southport Agencies	(504) 455-9718
Star Shipping, Inc.	(334) 433-3800
Stiegler Shipping, Inc.	(334) 433-5516
Strachan Shipping Co., Inc.	(334) 433-5401
Transmarine Navigation Corp.	(504) 455-1505
United Maritime Agencies (LA), Inc.	(713) 467-0781
Universal Shipping Agencies	(504) 529-4952
W. J. Browning Co., Inc.	(334) 432-3460
Wilhelmsen Lines (USA), Inc.	(334) 432-8061

STEAMSHIP LINES

Clipper Americas, Inc.	(713) 953-2200
Forest Lines	(334) 433-4912
Gearbulk	(203) 967-8100
Lykes Lines, Inc.	(813) 276-4600
Star Shipping (NY), Inc.	(334) 433-3800
Tramarco	(334) 432-8486
Waterman Steamship Corp.	(504) 586-0500

STEVEDORES

Coastal Cargo Inc.	(228) 762-0208
Cooper/T. Smith Stevedoring	(334) 431-6100
Stevedoring Services of America Inc.	(228) 762-1054
Strachan Shipping Co., Inc.	(288) 762-0531
Tri State Maritime Services, Inc.	(334) 432-1054

SURVEYORS (MARINE AND CARGO)

C. A. Hamilton, Jr.	(228) 875-5800
Harbor Services	(228) 497-2141
J. C. Lancaster & Associates	(228) 762-6834
Lloyd's Register of Shipping	(504) 831-6647
Michael H. Barrie	(334) 433-8122
SAYBOLT, Inc.	(334) 679-1113
SGS Control Services, Inc.	(504) 469-6401

TESTING, SAMPLING, WEIGHING, CARGO CERTIFICATIONS

(See Also Surveyors, Marine and Cargo)

R. H. Keen & Co., Inc.	(504) 523-2035
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TUG SERVICES

Colle Towing Company	(228) 762-5700
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U.S. GOVERNMENT AGENCIES

N.O.A.A. National Oceanic and Atmospheric Administration	(228) 762-4591
U.S. CUSTOMS Collector of Customs	(228) 762-7311
U.S. DEPARTMENT OF AGRICULTURE Federal Grain Inspection Cargo/Vessel Inspection	(504) 764-2324 (228) 868-1170
U.S. IMMIGRATION	(228) 864-3029
U.S. COAST GUARD Search and Rescue Emergency Captain of the Port	(228) 762-7627 (334) 690-2286
U.S. CORPS OF ENGINEERS	

Mobile District Engineer

(334) 690-3311

VESSEL CLEANERS

Aaron Oil Company, Inc.

(334) 666-8143

Oil Recovery Company, Inc. of Alabama

(334) 690-9010